



## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.  
S.S. CHAZEE, FROM GLASGOW,  
LIVERPOOL, PENANG AND  
SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the last Proximo will be subject to rent.

All claims against the Steamer must be presented to the Underwriters on or before the 1st Proximo, or they will not be recognized.

No fire insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & CO.,  
Agents.

Hongkong, June 24, 1889. 1226

GLEN LINE OF STEAMERS.

FROM ANTWERP, LONDON, PENANG  
AND SINGAPORE.

THE Steamer *Glenn*, having arrived from the above ports. Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded, unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 29th instant will be subject to rent.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 6th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,  
Agents.

Hongkong, June 22, 1889. 1215

## To Let.

## TO LET.

THE DWELLING HOUSE, No. 2,  
DOUGLAS VILLAS,  
Possession from 1st May.

Apply to

DOUGLAS LAPRAIK & CO.

Hongkong, March 30, 1889. 603

## TO LET.

Possession from the 16th July, 1889.

THE FIRST FLOOR of HOUSE No. 2,  
2, BLUE BUILDINGS.

Apply to

HOLLIDAY, WISE & CO.

Hongkong, June 13, 1889. 1148

## TO LET.

2ND FLOOR of HOUSE, No. 64, QUEEN'S  
ROAD CENTRAL.

Possession from 1st April next.

Apply to

LAI HING & CO.,  
No. 153, Queen's Road Central.

Hongkong, March 25, 1889. 570

## TO LET.

TWO ROOMS in a House on the CAINE  
ROAD, Level, in a highly respectable  
locality. FURNISHED & UNFURNISHED.  
Immediate Possession.

Apply to

A. B. O.,  
China Mail Office.

Hongkong, March 30, 1889. 602

## TO LET.

From 1st July next.  
WESTBOURNE VILLAS, NORTH,  
Water and Gas laid on, Garden and  
Tennis-court.

Apply to

O. BACHRACH.

Hongkong, June 3, 1889. 1074

## TO LET.

ROUND FLOOR of HOUSE No. 68,  
Queen's Road Central.  
Possession from 1st April next.

Apply to

LAI HING & CO.,  
No. 153, Queen's Road Central.

Hongkong, March 13, 1889. 475

## NOTICE.

OFFICES in VICTORIA BUILDINGS TO  
BE LET with immediate possession.

Apply to

ARTHUR E. RODYK.

Hongkong, June 3, 1889. 1075

## TO LET.

(With immediate possession.)

No. 4, QUEEN'S GARDENS: Rent  
\$90 and taxes.

Apply to

G. C. ANDERSON,  
13, Praya Central.

Hongkong, May 21, 1889. 147

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ADMIRAL, American ship, Captain J. H.  
Frost.—Russell & Co.

AXEMANDEYE, British ship, Captain  
J. W. DUNHAM.—Order.

C. C. CHOPMAN, American ship, Capt. A.  
J. HICHAM.—Russell & Co.

CONQUEROR, American ship, Captain A.  
D. LOTHROP.—Master.

MABEL TAYLOR, British ship, Capt. Chas.  
E. DURKEE.—Malchesne & Co.

NAWAL, British ship, Captain L. D.  
WESTON.—ADAMSON, Bell & Co.

RICHARD PARSONS, Amer. barque, Capt.  
W. F. THORNDIKE.—Wise & Co.

SARUMA, British barque, Captain A. G.  
SWENSON.—Edward Schellens & Co.

SEAWAY, British barquentine, Captain  
J. GARRICK.—Siemsen & Co.

TEAR, American ship, Capt. C. H. ALYN.  
Russell & Co.

VENGEON, British barque, Captain B.  
MAYNARD.—Preston & Co.

## To-day's Advertisements.

## ARRIVALS.

CHINA NAVIGATION COMPANY,  
LIMITED.

The Co.'s Steamship  
Kingsley.

WILLIAMS, Commander,

will be despatched at  
above on SATURDAY, the 29th June, at  
4 p.m.

The attention of Passengers is directed to  
the Superior Accommodation offered by  
this Steamer. First-class Saloon and Cabin  
are situated forward of the Engine  
Second-class Passengers are berthed in the  
Poo. A Refrigerating Chamber ensures  
the supply of Fresh Provisions during the  
entire voyage. A duly qualified Surgeon is  
carried.

For Freight or Passage, apply to

RUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 25, 1889. 1240

STEAM TO STRAITS & BOMBAY.

(Galling at COLOMBO of sufficient  
indemnity offers.)

The P. & O. S. N. Co.'s  
Steamship  
Kashgar

will leave for the above  
places on MONDAY, 1st Prox., at Noon.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, June 25, 1889. 1241

POST OFFICE NOTICES.

ARRIVED.

Per *Pechili*, from Swatow, 62 Chinese.

Per *Perseus*, from Odessa: for Vladivostock, 3 Europeans.

DEPARTED.

Per *Glazee*, for Shanghai, 1 European.

Per *Vorwarts*, for Haiphong, 10 Chinese.

Per *Chow-chow-foo*, for Amoy, 10 Chinese.

Per *Medea*, for Shanghai: from Hongkong; Messrs Hopkins, Foo Sing Foon, Foo Sew Chun, E. T. Mason, Rev. V. Boovidi, Mr. and Mrs. Francis Ross and infant, Messrs Mayne and Swan, Miss Turner.

Per *Swatow*, Miss Pollock, and 20 Chinese.

Per *Nippon*, for Shanghai, 1 European, and 40 Chinese.

TO DEPART.

Per *Kong Feng*, for Hoitow, 18 Chinese.

Per *Souzhou*, for Hoitow, 100 Chinese.

## PASSENGERS.

## ARRIVED.

Per *Pechili*, from Swatow, 62 Chinese.

Per *Perseus*, from Odessa: for Vladivostock, 3 Europeans.

DEPARTED.

Per *Glazee*, for Shanghai, 1 European.

Per *Vorwarts*, for Haiphong, 10 Chinese.

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SHIPPING REPORTS.

The Norwegian steamer *Jacob Christensen* reports: Has strong S.W. gales after leaving Kowloon with heavy rain; light breeze and clear weather in the Formosa Channel.

The British steamer *Padill* reports: Has moderate S.W. breeze and fine weather throughout.

POST OFFICE NOTICES.

MAILS BY THE BARTON PACKET.

The British Contract Packet *Cromwell* will be despatched on SATURDAY, the 29th June, with Mails for the United Kingdom, Europe, and countries beyond, via *Bridgetown* to the Straits Settlements, Netherlands India, Burma, Ceylon, Aden, Egypt, Malta, and Gibraltar; the usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Belice* will be despatched on SATURDAY, the 29th June, with Mails for Japan, San Francisco, the United States, Canada, Honduras, Peru, &c., which will be closed as follows:

4.45 p.m.—Postary ceases.

5 p.m.—Post-Offices close, but Correspondence may be posted on board the Packet with *Late fees* of 10 cents extra postage until the time of departure.

MAILS BY THE GRANARY PACKET.

The German Contract Packet *Sachsen* will be despatched on WEDNESDAY, the 3rd July, with Mails for the United Kingdom, Europe, and countries beyond, via *Bridgetown* to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

REGISTRY ceases at 2 p.m.

The Mail closes at 3 p.m. Late Letters till 3.30, with 10 cents extra postage.

HOLES OF CLOSING THE  
ENGLISH AND FRENCH MAILS.

When the Packets leave at noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at noon. The Money Order Office will be closed at 6 p.m. the day before.

8.00 a.m.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 a.m.—Registry ceases.

10.30 a.m.—Posting of Newspapers, Books, and Periodicals ceases.

11.00 a.m.—Mail closes.

LATE LETTERS may be posted from 11.10 a.m. with 10 cents late fee up to 11.30 a.m., after which hour they may be sent on board with the same Late Fee.

OUR AERATED WATER  
MANUFACTORY.

is replete with the best Machinery, embodying all the latest improvements in

the trade.

&lt;p

**SULPHURIC ACID AS A DISINFECTANT.**—MM. Duchié and Brühl have communicated to the Paris Academy of Sciences the results of their researches on disinfection by sulphuric acid. They conclude that caustic sulphuric acid has an evident microbicidal action on the germs existing in the air. This action is particularly manifest when the medium is saturated with water vapour. Sulphuric acid acts upon the germs of bacteria. Employed in a pure state, it may, when its action is prolonged, destroy germs, even in a dry state.—*English Mechanic.*

**MEETING OF THE LEGISLATIVE COUNCIL.**  
A meeting of the Legislative Council was held this afternoon. President: Sir H. Excellency Sir G. William Des Vœux, Governor; Hon. Frederick Stewart, Colonial Secretary; Hon. A. J. Leigh, Acting Attorney General; Hon. S. Brown, Surveyor General; Hon. H. E. Wodehouse, Acting Colonial Treasurer; Hon. N. G. Mitchell James, Acting Registrar General; Hon. P. Ryrie, Hon. Wong Shing, Hon. O. P. Chater, Hon. B. Layton, Hon. J. Kewell; and Mr. Seth, Clerk of the Council. Absent: Hon. J. Stewart Lockhart.

**MR LYATON'S REPORT OF THE PROPOSED SEPARATE DRAINAGE SYSTEM.**

Mr Layton—I beg to ask, sir, what opinion has been expressed by the Home Government on Mr Leigh's Report on the proposed separate drainage system, and will the Government lay on the table the correspondence connected with it?

The Colonial Secretary—I have to reply that no opinion has yet been expressed on the subject by Her Majesty's Government, and that the correspondence will be laid on the table when it is completed by the decision of Her Majesty's Government.

**VOTE PASSED.**

The Colonial Secretary laid on the table the report of the last meeting of Finance Committee, and moved that the vote of £100 as a gratuity to the father of the late Samuel Fox be passed.

**THE MERCHANT SHIPPING CONSOLIDATION ORDINANCE.**

The Acting Attorney General, in moving the second reading of the bill to amend the Merchant Shipping Consolidation Ordinance, 1879, said—The intention of this bill may be explained very shortly. In the Merchant Shipping Consolidation Ordinance of 1879, power is given to the Governor in Council to make regulations for the licensing, managing, control and regulation of boats or vessels plying for hire in the waters of the Colony except those having a British Colonial or foreign register, and also for making regulations for the licensing, managing, control and regulation of cargo boats and boats or sampans used in dwelling-houses but not plying for hire. This bill repeals the whole plying for hire, and this is to enable the Governor in Council to make regulations as regards all those except the specially excepted in the Ordinance, the intention being that the regulations should be framed for the regulation of sampans, hawkers' boats and other boats in the waters of the Colony, the object being to facilitate the operations of the police in dealing with cases of theft from sampans and give them some means of identifying the thieves; and also in a small measure to limit the operations of four sections of the ordinance to ships on a voyage of less than seven days' duration. It may add that these amendments are necessary for the practical working of the ordinance. The second part of the ordinance in effect re-enacts what was contained in ordinance 2 of 1875, headed an ordinance for the protection of women and girls ordinance of 1889 was passed 1875 was repealed. The two important sections in this ordinance made provision against kidnapping of any person, and when we came to deal with the protection of women and girls ordinance we had to assimilate the language which had been used before, but inadvertently we lost sight of the fact that the old ordinance covered the kidnapping of men and boys; therefore the object of this bill is simply to correct that part of the old ordinance.

**THE CHINESE EMIGRATION CONSOLIDATION ORDINANCE.**

The Acting Attorney General.—In moving the second reading of the bill to amend the Chinese Emigration Consolidation Ordinance, 1889, and to make provision against certain emigration abuses, I will speak first of all for the object of the amendment of certain errors which have crept into the Chinese Emigration Consolidation Ordinance passed this year. The first part of the ordinance which chiefly deals with clerical errors which are very numerous, and in particular to limit the operations of four sections of the ordinance to ships on a voyage of less than seven days' duration. It may be necessary to give some account of the subject of the ordinance, passing so many amendments to an ordinance in this form rather than inserting the necessary alterations, this form of amendment being one that leads to a great deal of confusion. I say I could not have sanctioned it but for the fact that I have had for a long time in consideration a much more full amendment of the law than I am at present able to propose. An hon. member, Mr. Layton, referred to the matter at last meeting and I told him I was not yet prepared with an ordinance. I am not altogether sorry that ordinance has not yet been brought forward because within the last few days, I am informed.

His Excellency—Do you mean to say that any such person would not be at once in a position to make the Government alive to the real object of his being demanded, and that, with this information, the Government would not make the most stringent and requiring much more extensive attention than I have yet been able to give to it, attention which I hope to be able to give in the next few weeks when we shall have a cessation of our meetings here. The difficulties are of many kinds, in the first place arising from the enormous number of people to be dealt with, amounting I believe to some hundreds of thousands, leaving the colony every year; secondly owing to the extreme cunning and the care and complete organisation of the evil-doers whose proceedings we intend to check; and thirdly, owing to the ignorance and stupidity of the law, which is not fit for the people of the colony, and the difficulty of the colonies brought from the interior of China will be victims. These are some of the difficulties.

entles, but there is also the very great difficulty of doing the largest amount of good with the least possible restraint to trade. I may say the idea would be Utopian to absolutely prevent places where we have so many people determined to commit them and such an enormous number of possible victims. The idea of completely putting an end to it would I think be Utopian, in fact, so startling that I don't think any one of you here or indeed any member of the community when made acquainted with it will do otherwise than think that some very strong measure is now required, and if necessary at a considerable sacrifice. I don't say anything further at present than that I trust we shall be able to meet a little earlier than usual in the autumn to pass a measure of this kind. I don't believe there is a single soul in this community, even the least squeamish in the matter, who won't say at once, when they know the evidence I have, that there is an absolute necessity for putting an end to what is certainly a great scandal.

The bill was read for the second and third times and passed.

**THE EXTRACTION ORDINANCE.**

Mr Ryrie, on the third reading of the Chinese Extraction Ordinance, 1889, said—Your Excellency I beg to say that my opposition to this bill still remains. From what I heard from the Chinese only as late as yesterday they are as strongly against it as ever, particularly with regard to this provision:

Provided always that whenever the Governor shall from the Magistrate's Report or otherwise have reason to suspect that any fugitive or person who has been committed to the Victoria Gaol to await the further order of the Governor, has been absconding in the Colony for one year or upwards, the depositions and evidence taken before the Magistrate or the investigation of the case shall together with the Magistrate's Report be considered by the Chief Justice of the Colony, and the Governor in Council shall decide whether such fugitive criminal shall be surrendered or not.

The Chinese don't consider that sufficient, more especially those Chinese gentlemen and merchants who come here from the Straits Settlements and protected States. They become residents I think on a rule for two or three months, perhaps only once they come here generally with funds, and have assisted in raising the value of property by investing their funds here. There are a great many people of that class here and they attract the particular attention of the runners of Chinese Mandarins who if they can't bring a crime against them will manufacture one. Since the Council last met I had a conversation with a Chinese gentleman who was here, and he said, "I am not in a position to give you any information as to what the Hon. member has said to the Chinese who would be longer than two or three months here, but even that would not be sufficient for the class of Chinese gentlemen I have referred to. He says if a Chinaman has been here for a year or two and has advanced in prosperity, and has acquired goods or property he may be wanted afterwards, but if he has not been prosperous and is really an offender of a rather serious character they will leave him alone. But I particularly refer to this clause which I have read, on which I think some amendment should be made for the protection of Chinese gentlemen, visitors in the colony who when they come here have generally very good positions and are possessed of means. I think at any rate if this bill were passed as it stands some clause protecting the class of persons I have mentioned ought to be imported into the bill.

His Excellency—Do you wish to bring forward a motion on the third reading? Mr Ryrie—if your Excellency will allow me I should propose that this bill be re-committed so as to give time to see if a clause of that kind could not be framed. I have not had an opportunity of doing so myself, as I only had a conversation with this Chinese gentleman yesterday, and have not therefore had time to consider an amendment. I would propose that this bill be re-committed with the view of introducing some such clause as I have mentioned.

No one seconded Mr Ryrie's motion.

His Excellency—in order that the matter may be mentioned, I will ask the Colonial Secretary to formally second the motion.

The Colonial Secretary seconded.

His Excellency—The objection the Hon. member has made, I think, one that does not bear investigation. It is perfectly monstrous to suppose that a Chinese merchant from the Straits or elsewhere could be extradited from this Colony under this law. While certain provisions have been put in to satisfy Hon. members, I do not believe that even without those provisions, there would be any opportunity to gross a miscarriage of justice as the sending away of people who are known to have led respectable lives, out of a desire to punish them for offences long past or to improperly obtain from them their property or the property of their relatives. I believe, with the safeguards we have provided, they are absolutely and thoroughly safe in this Colony.

Mr Ryrie.—In former days we had a vacation in the winter time to let men go and shoot in Shanghai. I think that was in Sir George B. Wren's time. He did not care so much for sitting in hot weather with those pukahs.

His Excellency (to Mr Ryrie)—If you can bring this matter before me—if I bring some of those Chinese gentry to me, so that I may hear what they have to say, it would be a great advantage.

Mr Ryrie—I shall endeavour to do it.

Adjourned sine die.

ever, has to go home, and it will not come into operation until it has been sanctioned by His Majesty's Government. I do not see the necessity for postponing the third reading to go back on what we have done and to do it after this long time for consideration, because before it comes into operation there will be full time to consider this proposed amendment and to decide absolutely if there is any necessity for it.

Mr Ryrie—My informant is perhaps one of the most intelligent in the Chinese community and is well known to most of the members here.

His Excellency—All the intelligence in the world won't upset my belief in British Governors and British Governments to the extent of making it possible persons of the class you mean are in the least likely to be extraded for offences they have not committed.

Mr Ryrie—Still they are threatened, and this gives an opportunity of exerting pressure, and the emissaries of the mandarins may be counted by hundreds in the Colony.

His Excellency—If you come to guard against a threat, there is no possible institution. I cannot imagine any law on earth that will prevent threats. It is perfectly disturbed by plant and flower sellers.

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Mr Ryrie—If you come to guard against a threat, there is no possible institution. I cannot imagine any law on earth

# THE CHINA MAIL.

[No. 8256.—JUNE 25, 1889.

## Intimations.

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A The urgent request of his European and American patients and friends has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, Q U D D E L L S T R E E T.

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Hongkong, January 12, 1889. 66

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PAID-UP CAPITAL, 2,500,000  
RESERVE FUND, 1,250,000

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*PARTHIA*, on the 1st August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the  
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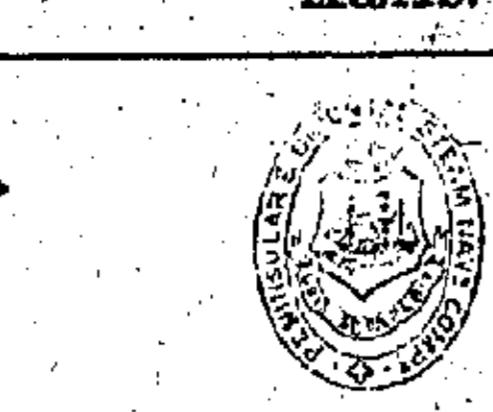
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C. D. HARMAN,  
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Hongkong, June 17, 1889. 1170

## Mails.



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Hongkong, June 17, 1889. 1170

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commanding at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Harbour *c*. Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peader's Wharf.

6. From Peader's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

## SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WAMPPOA.

Passes Name. Flag & Rig. Destination.

Kintang Brit. str.

Peking Ger. str.

—

AMOY.

In port on June 15, 1889.

MERCHANT STEAMERS.

Namhow British

MERCHANT SAILING VESSEL.

Calverton Ger. str.

Loongwha Br. str. co.

—

FOOCHOW.

In port on June 15, 1889.

MERCHANT STEAMERS.

Glenegle British

Ramos British

Pechili British

Tainan British

MERCHANT SAILING VESSEL.

Anna Bortha Dan. bge.

—

SHANGHAI.

In port on June 15, 1889.

MERCHANT STEAMERS.

Coronadon British